ARTICLE 307

TRAFFICWAYS AND TRANSPORTATION

CONTENTS

Section		Page
307.0100	Coordinated System of Trafficways	111-93
307.0200	Cross Section Standards	111-97
307.0300	Freeways	111-101
307.0400	Major Thoroughfares	111-105
307.0500	Secondary Thoroughfares	111-107
307.0600	Railroad Grade Separations	111-109
307.0700	Motor Freight Terminals	111-111

STATUS

Trafficways plans for the City of Detroit were prepared jointly by the Department of Streets and Traffic, the Department of Public Works and the City Plan Commission, and were approved in principle by the Michigan Department of State Highways and Wayne County Road Commission. The plans were described in the Proposed System of Trafficways, published by the City Plan Commission in December 1946. They were subsequently adopted by the Mayor and the Common Council as part of the Master Plan on April 1, 1947 (J.C.C., p. 701). The Motor Freight Terminals Plan was adopted on June 8, 1948 (J.C.C., p. 1503). Numerous amendments to the plans have been adopted by the Common Council.

Major and comprehensive amendments to the Coordinated System of Trafficways Plan of the Detroit Master Plan were adopted by the Common Council on November 6, 1968 (J.C.C., p. 817 and pp. 2681-3). Further amendments were made to this Plan on February 27, 1969 (J.C.C., pp. 823-4) in connection with the Model Neighborhood Area revisions.

On March 30, 1965 (J.C.C., pp. 665-7) the Common Council amended the Detroit Master Plan for the Riverfront Area by adopting recommendations based upon the 1963 Riverfront Study of riverfront assets and needs prepared by the City Plan Commission and Booz, Allen & Hamilton, economic consultants, as well as the recommendations of participating city and county departments and agencies. One of the more significant actions taken by the Council was the designation of three

general locations for port terminals in a "for hire to the public" category.

In response to a petition of the Community-on-the-Move, a local community group, and joint recommendations of the City Plan Commission, various city departments and agencies, the Common Council adopted language clarifying and further defining thoroughfare functions in relation to abutting land uses particularly with regard to Detroit's major radial thoroughfares on January 19, 1971 (J.C.C., p. 64). The Council also revised the Motor Freight Terminals Plan by adopting a special residential-commercial land use designation for the area bound by Michigan Avenue/Lodge Freeway/Porter/Trumbull/Bagley/12th Street. This action revised the boundaries of an area previously designated as a "proposed general location for terminals" within an area approximated by Michigan Avenue/Lodge Freeway/Fort Street/Michigan Central Railroad alignment/12th Street.

Rapid transit was made an integral component of Detroit's transportation system by Council action on January 7, 1972 (J.C.C., pp. 497-8) as one of several master plan amendments adopted in connection with Model Neighborhood Area actions. Rapid transit service, integrated into a regional system, was particularly mentioned for Grand River, Woodward Avenue, Gratiot and that portion of East-West Grand Boulevard featuring high concentrations of activities.

The Southeastern Michigan Transportation Authority accepted as their official plan the Detroit Regional Transportation and Land Use Study Mass Rapid Transit Corridor Plan of 1969 as modified by the June 1973 Southeast Michigan Council of Governments Transportation Plan.

Bicycle path and pedestrian walkway facilities became part of the total trafficway network system of the Master Plan when Common Council took action to incorporate these facilities into the Detroit Master Plan on March 7, 1972 (J.C.C., pp. 494-502) in connection with the Model Neighborhood Area; on May 23, 1972 (J.C.C., pp. 1257-8) in connection with the Civic Center/West Riverfront Area, and on February 27, 1973 with regard to the Jefferson-Chalmers NDP Project Area (J.C.C., pp. 502-6).

The importance of the Detroit City Airport as part of Detroit's Transportation System was re-confirmed by the Common Council when, on June 12, 1962 (J.C.C., pp. 1391-2) they approved the expansion of this facility in the vicinity of McNichols and Carlbert.

The Southeast Michigan Council of Governments adopted a Transportation Plan in June 1973. Under the title of the "Urban Public Transportation Plan, FY 1974, July 1, 1973 - June 30, 1974, SEMTA," the Southeastern Michigan Transportation Authority published their bus plan. The Southeastern Michigan Transportation Authority was advised on April 19, 1973, by Mayor Gribbs of the results of the City of Detroit's review of this plan and of the desirability of a number of modifications to it. This Transportation Plan is presently in the process of review by the Michigan Department of State Highways, the Michigan State Legislature, and the Federal Government.

307.0100 COORDINATED SYSTEM OF TRAFFICWAYS

307.0101 Function of the System

The trafficways and transportation plan is a plan for the location and improvement of transportation facilities to permit freer flow of urban traffic within and through the City. It is intended to inter-connect the principal commercial and industrial concentrations with the residential neighborhoods and communities of the metropolitan area.

The transportation system as shown in the Master Plan includes routes for limited access ways; a network of major and secondary thoroughfares consisting principally of existing surface streets, some of which need widening or extension to increase their traffic capacity; and locations of additional railroad grade separations.

A mass rapid transit system is proposed to complement and support other city systems. The trafficways plan recommends standards for each type of thoroughfare and shows where widenings, openings, and improvements to the present system are needed.

The trafficways plan is a comprehensive coordinated system which is a long term basis for highway improvements. The Coordinated System of Trafficways Map and the Future General Land Use Map do not include local service and feeder streets whose design is determined by the local area to be served.

307.0102 Explanation of the Terms

Freeways are highways especially designed for carrying an uninterrupted flow of through traffic. They are distinguished from other arteries by the following three design features:

1. Access limited to a relatively small number of specially designed points of entrance and exit;

2. Continuous physical separation of opposing directions of traffic;

3. Separation of grades at all intersections.

According to the nomenclature standards adopted by the American Association of State Highway Officials on June 25, 1949, this type of highway is known as a freeway.

Major thoroughares are the principal surface streets. Access is not limited, but special attention is given to the safe and expeditious movement of through traffic.

In order to meet the requirements of safety and convenience, major thoroughfares should have a central dividing strip wide enough to protect pedestrians, and to facilitate left turns and cross traffic.

The network of major thoroughfares consists principally of existing streets: six radial routes and a gridiron system of roads spaced about one mile apart. These are generally existing routes, some of which have been improved under the plan of thoroughfares of 1925 and also under the Detroit Master Plan since 1947.

Secondary thoroughfares are shorter or less continuous surface streets on which special attention is given to the safe and expeditious movement of through traffic. They are frequently the routes for feeder transit lines. Some pleasure drives and parkways not intended to carry commercial traffic are included as secondary thoroughfares in the Master Plan.

Secondary thoroughfares generally require a single roadway with two moving lanes and two parking lanes. The network of secondary thoroughfares consists principally of existing streets.

Interim thoroughfares are certain streets now carrying heavy traffic which may be relieved by construction of freeways and improvement of thoroughfares. These streets are considered as temporary secondary or major thoroughfare routes until heavy traffic can be diverted from them.

Park Drive Treatment refers to features applicable to those trafficways designated as part of a parkway-like system which would be especially designed to provide access to parks and other community facilities, provide a pleasant driving experience, with special views where possible, and provide a stimulus for private and public development.

Required features of Park Drive Treatment are:

1. Adequate landscape treatment, facilities, and splash strips

2. Minimum of four moving lanes for traffic

3. Adequate parking

Optional Features are:

1. Truck prohibition

2. Service roads

3. Nine foot parking lanes

4. Parking bays or lots

5. Varying types of landscaping and widths for medians and margins

6. Special setback, height, bulk, and structural type controls

Pedestrian walkways are public rights-of-way, or portions of rights-of-way, which should be given special design treatment for pedestrian or bicycle circulation. They should link major recreation areas and activity centers, and offer pleasant outdoor walking and bicycling opportunities. Pedestrian walkways can be developed along thoroughfare margins, or by the closing of unneeded local streets and alleys, abandoned railroad tracks, power line corridors, etc.

307.0103 Relation to Other Elements of the Master Plan

The trafficways plan has been coordinated with and made part of a comprehensive plan for land use and public facility locations.

With an adopted land use plan, it is possible to locate traffic arteries with full knowledge of whether they will be passing through industrial or residential areas, and with some indication of the probable intensity of that development. Freeways and thoroughfares have been routed where they can be of maximum usefulness as trafficways, and should relate to, rather than blight, the property adjacent to them. In the case of the major thoroughfares, it is desirable that the development of the building frontage be especially coordinated and unified, particularly along the major radial thoroughfares such as Michigan, Grand River, Woodward, Gratiot, and Jefferson which will also be major parts of a mass rapid transit system.

While the freeways are designed primarily as high speed routes to interconnect the communities of the metropolitan area, they have the incidental characteristic of being landscaped strips, approximately 300 feet wide, with relatively few crossings for pedestrian and local automobile traffic. Fully recognized, this characteristic will be an asset to the sections which

the freeways pass through. Routing of freeways at the border of communities, or between residential and industrial areas has frequently served the purpose of providing useful separations or buffers. At the same time, routing of freeways through residential communities in such a way that schools, shopping centers, or public facilities would be cut off from their service areas has been avoided. Where these routings are found necessary, it is recommended that any such negative effect should be minimized by construction of sufficient foot and vehicular bridges.

Because of the desirability of keeping through traffic out of residential neighborhoods where children must walk from home to schools and playgrounds, major thoroughfares have been used generally as bounding streets for the neighborhoods. In a few neighborhoods where peculiarities of the thoroughfare system break the neighborhoods into two portions separated by a thoroughfare, it is recognized that special crossing and safety devices must be employed.

307.0190 The Maps

For current information see the map entitled Coordinated System of Trafficways - Detroit Master Plan. A copy may be obtained from the City Plan Commission offices. The Coordinated System Map shows the composite system of trafficways with types of thoroughfares distinguished.

The Future General Land Use Map - Detroit Master Plan indicates relationships between land use and major trafficways. It is included at the back of this document.

307.0200 CROSS SECTION STANDARDS

307.0201 Freeways

Freeways are presently designed generally to carry three or more moving lanes of traffic in each direction. Since no parking or loading is permitted in these lanes, there should be two margins of approximately ten feet for emergency stops for disabled cars per direction.

The freeway center mall serves three purposes: to separate the opposing lines of traffic, to provide for emergency stops, and to provide a reserve of space for rapid transit facilities if they are needed. A full seventy foot center mall is recommended under the Master Plan for freeway routes where rail transit lines are to be located. When there is no need for the transit facilities, a twenty-four foot mall is adequate.

Freeways through developed urban areas must generally be depressed or elevated to facilitate separation of grades from local streets or thoroughfares. Depressed ways are preferred through residential and commercial areas because they create no visual obstructions, are less noisy, and have some advantages in ramping. Since the entering ramps are downgrade, they accelerate incoming traffic while up-grade ramps help to decelerate traffic leaving the freeway. Through industrial areas where the wider right of way for depressed construction is difficult to secure, elevated construction is permissible.

Because of the fact that freeways are meant for through traffic only, ramps for entering or leaving the freeway should not be spaced too frequently. Ramps should lead as directly as possible to major thoroughfares which are normally at one-mile intervals. Ramps should not be connected with local streets which tend to disperse traffic through adjacent neighborhoods. Where ramps must come to the surface at a considerable distance from thoroughfares, the ramps should be extended to the thoroughfares by means of a service or access road.

307.0202 Standard Widths for Component Parts of Freeway Cross Section

	Feet
Total Right-of-way:	
3 lanes in each direction	320 to 380
Lanes and Roadway, total each direction:	
3 lanes in each direction	56
Each moving lane	12
Margin for emergency stops (10 feet each side)	20
Center Mall:	
Total to divide traffic	24
Slopes:	
To maintain maximum slope at 1 to 2	25 to 50
Variable in accordance with elevation.	
Service Drives, Sidewalks and Margins:	
Total width of each side where service drive is necessary	53
Each moving lane	15
Margin on left side	8
Margin on right side including sidewalk	15

Modified freeways provide grade separation and limited access at only selected major intersections. Special provision for off-street parking and reducing the number of local street intersections may be required at other selected locations also.

307.0203 Major Thoroughfares

A full standard right-of-way width for an 8 lane major thoroughfare is 138 feet. While some thoroughfares have right-of-way equal to or greater than this width, other existing portions of the system have rights-of-way of 60 feet, 66 feet, 86 feet, 100 feet or 120 feet. Since wholesale widenings to the full standard width would be prohibitive in cost,

especially in built-up areas, the relative traffic requirements and local conditions have been studied to determine where the width can be reduced without seriously impairing the efficiency of the system.

The major thoroughfare within the right-of-way consists of moving lanes, parking lanes, center island, sidewalks and margin.

307.0204 Standard Widths for Component Parts of Major Thoroughfares

	Feet
Total Right-of-way:	
8 lane	138
6 lane	116
Lanes and Roadway:	
4 lane	44
3 lane	33
First moving lane	13
Each additional moving lane	11
Parking lane	9
Center Island:	
Total to divide traffic, protect pedestrians and facilitate left turns	
At signals	16
At other crossings	20
To protect pedestrians	10
To protect crossing movements	20
Sidewalks and Margin:	
Total sidewalk and margin	15
Sidewalk in residential or light industrial	6
Sidewalk in business or heavy industrial	15

Since the width of each component is determined by operating needs, the reduction in right-of-way must generally be achieved by eliminating some functional part such as the center island or parking lane rather than in reduction of the size of the traffic lanes.

On the basis of traffic requirements major thoroughfares have been divided into those which must carry eight lanes of moving traffic and those which need only six moving lanes. Other reductions in overall width must be made by elimination of either the center island or curb lanes used in off peak hours for parking. A 104 foot right-of-way, for example, will provide necessary width for six moving lanes if either the center island or parking lanes are eliminated. A 90 foot width will provide four moving lanes without a center island.

Reductions within these limits may be advisable because of existing buildings or platting, but the reductions must be made in such a way that necessary traffic carrying capacity is not impaired. It may be preferable, for example, to acquire parking space behind commercial buildings rather than to cut off the fronts merely to provide curb parking space.

307.0205 Secondary Thoroughfares

Secondary thoroughfares will normally have two traffic lanes with parking on each side. Right-of-way width of 66 feet is sufficient for this purpose.

307.0290 Diagram

For current information see the diagram in the City Plan Commission offices entitled Trafficways Cross Section Standards - Detroit Master Plan. Cross section dimensions shown are desirable standards which may be adjusted when necessary to meet a reduced right-of-way width. The diagram also indicates standards for Park Drive Treatment.

307.0300 FREEWAYS

307.0301 Objectives and Principles of Location

Freeways are limited access roadways designed to carry a flow of traffic uninterrupted by cross streets, traffic signals, parking or turning movements.

The freeways are routed to serve three principal functions:

1. Provide radials connecting the Central Business District with outlying residential communities;

2. Carry interregional traffic across the city and provide cross connections between outlying industrial centers and residential communities;

3. Provide a downtown loop to collect and distribute traffic to the Central Business District and by-pass through traffic around the district.

Since urban freeways are eligible for state and federal assistance as interregional routes, the freeway system must be interconnected with main trunk lines outside the city.

307.0302 The Freeway System

The freeway plan consists of five radial routes to the Central Business District, five crosstown routes, a distributor loop around the Central Business District, and two outer branches.

307.0303 Radial Routes

The Lodge Freeway (I-696) provides residents of northwestern communities with a connection to the Central Business District.

The Jeffries Freeway (I-96) will serve the Central Business District, Ambassador Bridge, Tiger Stadium, the Penn Central Station and northwest residential communities.

The Chrysler Freeway (I-75 North) serves the Central Business District, the Milwaukee-Junction and Grand Trunk Western Railroad industrial districts and the northern suburban communities.

The Fisher Freeway (I-75 South) serves the Ambassador Bridge, Tiger Stadium, and lower west side industries.

The extension of the Fisher Freeway along East Vernor, now being restudied as to need, would provide freeway service for the east side residential districts, and the industrial area along Conner.

307.0304 Crosstown Routes

The Ford Freeway (I-94) extends the Detroit Industrial Freeway through the city and northeasterly to Port Huron. It serves the Ford Rouge Plant, Wayne State University, the Cultural Center, the New Center area, Milwaukee-Junction industrial area, the City airport, and Metropolitan Beach.

Davison-McNichols-Conner route will extend the Davison Freeway across town to service the east side industrial area near Mound Road and Conner.

Eight Mile Road extends across the northern border of the city, and connects with the Ford Freeway to Port Huron. It is a modified freeway utilizing as much as possible the present 204 foot right-of-way.

The Southfield Freeway extends north and south across the western part of the city connecting the downriver industrial district with the northwest residential communities.

Telegraph Road is a modified freeway along the present route of US-24 which is the main by-pass from Toledo to Pontiac along the western side of the city.

The Mound Road extension will connect the Davison-McNichols-Conner route with Mound Road and will serve the Mound Road industrial district.

307.0305 Downtown Loop

The five radial routes terminate on three sides of the Central Business District: Lodge on the west, Fisher on the north and Chrysler on the east. So that the traffic entering the district may circulate freely around the district and enter the district close to its destination, the freeway loop is completed by a connection along Jefferson on the south side. The connection along Jefferson serves two purposes:

1. Distribute and collect surface traffic to be fed into the Lodge and Chrysler Freeways;

2. Permit easy flow of through traffic, as well as serving the Civic Center.

307.0390 The Maps

For current information see the map entitled Coordinated System of Trafficways - Detroit Master Plan which may be obtained from the City Plan Commission offices.

The Coordinated System map shows the specific routes of the freeways already constructed or under construction and general routes for the remainder of the freeway system.

The Future General Land Use map illustrates the interrelationships between freeways, the land use pattern, the thoroughfare system, and major public facilities.

307.0400 MAJOR THOROUGHFARES

307.0401 Objectives and Principles of Location

The designated major thoroughfares in the Master Plan make up a network of surface streets designed to interconnect all business centers, industrial districts and residential neighborhoods. The network incorporates many features of the plan of thoroughfares of 1925.

The system consists of six radials which were old Detroit's military roads: West Fort, Michigan, Grand River, Woodward, Gratiot, and East Jefferson; and a gridiron system of roads generally at one mile intervals.

Since the proposed freeway routes will be spaced at intervals several miles apart with access at one-half to one mile intervals, the freeways will primarily serve the traffic which is traveling considerable distances. Much of the traffic traveling only a few miles will use the surface street system. Consequently there will be a continuing need to maintain and improve the surface streets with capacity to carry traffic continuously for several miles.

In preparation of the thoroughfare plan, the existing system has been studied primarily to determine what widenings, and minor openings will promote a more efficient flow of traffic. The plan also indicates the interconnections which will be made necessary by the freeway system.

307.0402 Status of the Major Thoroughfares

Most of the thoroughfare system is already in existence although portions fall below the standards of the Master Plan. Widenings and openings will be programmed as traffic loads show necessity and funds are available. Some routes under the jurisdiction of the State Highway Department and Wayne County Road Commission will be improved by these agencies.

307.0490 The Maps

For current information see the map entitled Coordinated System of Trafficways - Detroit Master Plan which may be obtained from the City Plan Commission offices.

The map entitled Future General Land Use - Detroit Master Plan illustrates the inter-relationships between land use, public facilities, major thoroughfares and freeways.

307.0500 SECONDARY THOROUGHFARES

307.0501 Objectives and Principles of Location

Occasionally to provide a route for a transit line, or where there are special traffic conditions around an industrial or shopping center, it is necessary to have secondary or auxiliary thoroughfares.

In established residential areas, feeder transit lines are operated at intervals which bring lines within one-quarter mile walking distance of all homes. For this reason feeder lines are frequently operated over the half-mile roads running through the center of residential neigbhorhoods. Established shopping centers and industries are occasionally so located within a neighborhood that short thoroughfares are required to carry the generated traffic to a major thoroughfare.

307.0502 Status of Secondary Thoroughfares

While it may be necessary for transit purposes to carry the secondary thoroughfares continuously through several neighborhoods, these thoroughfares should generally not be widened or improved to encourage additional traffic.

307.0590 The Maps

For current information see the map entitled Coordinated System of Trafficways - Detroit Master Plan which may be obtained from the City Plan Commission.

The map entitled Future General Land Use - Detroit Master Plan illustrates the inter-relationship between land use, public facilities, major thoroughfares and freeways.

307.0600 RAILROAD GRADE SEPARATIONS

307.0601 Objectives and Principles of Location

Railroad grade separations proposed in the Master Plan are located primarily to improve the flow of traffic and eliminate delays. While they serve incidentally to remove hazards to safety, the safety factor is not the primary criterion in location or determination. Where safety is the only consideration, it can frequently be achieved almost as well and much more cheaply by means of modern control devices, or by street closings.

The freeways designed for uninterrupted flow of traffic will all be constructed with grades separated both for rail and street crossing. For this reason grade separations proposed as part of the freeway system are not shown in the plan, although grade separations for major thoroughfares bordering freeways are included.

The grade separation plan deals with additional separations necessary for the thoroughfare system. Grade separations are considered necessary under the following conditions:

1. At crossings of all major thoroughfares and main line railroads. Service drives along expressways where they serve as major thoroughfares are included in this category.

2. At crossings of six-lane major thoroughfares and belt line railroads.

3. At crossings of four-lane major thoroughfares and belt line railroads where the congestion ratio is high due to volume of traffic and train movements.

4. At secondary thoroughfare crossings with high congestion ratings.

By confining grade separation structures to a few designated thoroughfare crossings, most local street crossings can be closed in keeping with neighborhood plans. The remainder can be safeguarded by gate and warning devices at a fraction of the cost of separations.

The grade separation plan based on this criteria calls for over 50 separations on major thoroughfares and a few separations on secondary thoroughfares at critical locations such as in the Southwestern portion of the city.

307.0690 The Map

For current information see the map in the City Plan Commission office entitled Railroad Grade Separations - Detroit Master Plan.

The map shows existing and proposed grade separations. The map does not show existing grade separations for streets which are not part of the system of major and secondary thoroughfares.

307.0700 MOTOR FREIGHT TERMINALS

307.0701 Objectives of the Plan

The plan for motor freight terminals is intended to show areas in which operators of motor freight lines should locate future terminals with advantage both to themselves and the City.

The motor freight industry has grown rapidly over the past two decades and is still in relatively widespread ownership.

Although many of these terminals have located in the south-western part of the City, others are in widely scattered locations. This industry, where it is scattered and encroached into residential neighborhoods, has created the following conditions which are detrimental to the City:

1. Large trucks move through narrow residential streets creating both congestion and hazard.

2. Trucks frequently park and load on streets and sidewalks.

3. Cross-haul between scattered terminals creates additional traffic which could be reduced by more efficient locating and centralizing of terminals.

To minimize these conditions, it is City policy that terminals should be concentrated in three locations which meet the following requirements:

1. Close to major freight pick-up and delivery areas.

2. Close to other media of freight transportation for interchange.

3. Accessible to future freeways or thoroughfares which lead directly as possible from the terminals to points of entry or exit from the City.

Concentration in three terminal areas would permit operators to eliminate a vast amount of short cross-haul traffic and to exploit profitable long-line hauls to the full.

The terminal areas selected also meet the needs of independent or cooperating lines to find sites suitable for terminal buildings. A typical modern terminal may have 100 back-up spaces and handle 1,000 tons of cargo daily. A site for such a terminal would contain space for loading, parking, and offices.

Since the land for such terminals must be available at reasonable cost, the plan designates three general terminal areas suitable for terminal development.

307.0702 Location and Extent of Motor Freight Terminal Areas

Area No. 1 - south of Michigan between Sixth and Twentieth Streets; contains up to 380 acres for motor freight terminal use. Its principal features are:

It is directly in the path of major traffic flow from the southwest and west, and is accessible from Michigan, Fort, Twelfth and the Lodge and Fisher Freeways.

It is close to the Central Business District and within the area with the highest volume of pick-up and delivery service.

It is close to water and rail transportation.

It already contains many major freight terminals.

Area No. 2 - lying between Russell and St. Aubin in the Milwaukee-Junction industrial area; contains approximately 210 acres. It has the following advantages:

It lies at the cross of major north and west traffic routes on the east side, and is accessible from major thoroughfares and the Ford and Chrysler Freeways.

It is in the geographic center of the east side pick-up and delivery area.

It is near existing terminals in residential districts which will ultimately require relocation.

Area No. 3 - in the vicinity of Wyoming and Michigan, containing approximately 450 acres. It is a desirable location because:

It is convenient to heavy traffic from the southwest, west and east, and is accessible from major thoroughfares and the Ford Freeway.

It is close to a pick-up and delivery area with a high volume of freight.

It is a convenient location for classification and interchange of traffic entering the City.

It already contains many major freight terminals.

307.0790 The Maps

For current information, see the map in the City Plan Commission offices entitled Motor Freight Terminals - Detroit Master Plan.

Heavily shaded areas on the map show three general areas in which motor freight terminals can advantageously be located. These sites are in industrial areas proposed as a part of the land use plan. The map is not intended to suggest that the whole area is available or needed for terminal purposes, but that parcels of land suitable for terminals are located within these areas.